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THE ARIZONA REPUBLICAN

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GARFIELD'S REPORT PRESIDENT'S MESSAGE

Two Documents That Loosen the Tongue of Henry H. Rogers

He Makes a General Denial of Principal Charges and Follows With Sarcastic Comments—President of the New York Central Also Makes a Statement of Denial.

Washington, May 4.—The president today transmitted to congress the report of Mr. Garfield, commissioner of corporations, giving the results of his investigation of the subject of transportation and freight rates in the oil industry. The president expressed the view that the report is of capital importance because of the effort being made to secure such enlargement of powers to the interstate commerce commission as will confer upon the commission power to in some measure meet the clearly demonstrated needs of the situation. The fact set forth in the report, he declares, in most parts not disputed, that the Standard Oil has benefited enormously, up almost to the present moment, by secret rates, many of which are clearly unlawful. The president says the report clearly shows that the benefit thereby secured amounts to at least three quarters of a million a year, and the ultimate profit from the public much larger. A statement added that the department of justice will take up the question of instituting the prosecution of certain cases, and the hope is expressed that congress will enact into law the bill of Mr. Knox to correct the interpretation of the immunity provision, as rendered in Judge Humphrey's decision.

In summarizing his report, Garfield speaks personally of his visit to the oil fields and the great mass of data obtained. Preliminary to a study of this was the transportation question, which enters so largely into the cost of the finished product, hence the most important factor of competition. Garfield refers to seven instances of important discriminations in favor of Standard Oil by the railroads in various parts of the country, and says most of the secret rates, and some open discriminations discovered by the bureau were abolished by the railroads shortly after discovery.

ROGERS' CAUSTIC REPLY.

Takes Mr. Garfield Severely to Task for His Observations.

New York, May 4.—In reply to President Roosevelt's message and the report of Commissioner Garfield, Messrs. H. H. Rogers and John D. Archbold, of the Standard Oil company, said that their examination of the message and report had necessarily been a hurried one and that they should at a later date make a full answer to their shareholders. Meanwhile they made a statement to the Associated Press, which is in part as follows: "In the president's effort to secure the passage of a bill enlarging the powers of the interstate commerce commission and just and equitable railroad rates we have precisely the same interest that any good citizen has. No more and no less. Regarding his criticisms upon the management of the railroads, or his strictures upon any acts of the interstate commerce commission, we have neither responsibility nor concern. When, however, he or Commissioner Garfield attacks the Standard Oil company and uses its methods of doing business as an object lesson for the people promoting his views, we protest. It may be frankly stated at the outset that the Standard Oil company has at all times with in the limits and fairness and with due regard for the law sought to secure the most advantageous freight rates and routes possible. There will be no denial of this fact on our part. The

NAVAL BILL TALKED ABOUT

But Nothing of Importance Was Done to It

Senate Spent Its Time in a Perfunctory Way, and in Making Amend- ments to the Rate Bill.

Washington, May 4.—The house spent another day in consideration of the naval appropriation bill, the speeches in a large measure being in support of the bill and the naval program therein outlined. Mr. Burton of Ohio delivered a scholarly address against what he termed the needless enlargement of the navy, contending that the American nation could well afford to serve notice upon the other nations that it stood for international arbitration and the peace of the world. Mr. Butler of Pennsylvania and Mr. Calder of New York supported the bill, both agreeing that the measure had less to criticize in it than any bill reported from the naval affairs committee in years. A feature of today's session was the close attention paid by the house to the reading of the president's message on oil and transportation and general applause was accorded it on this conclusion: The house will continue the consideration of the naval bill tomorrow.

A RAILROAD ANSWER.

New York, May 4.—Replying to the statement of Commissioner Garfield that the New York Central railroad refused to disclose its rates within New York state, W. H. Neman, president of that company, said: "We refused to furnish our state rate to the bureau of corporations of the department of commerce and labor because the department has jurisdiction only over interstate commerce. We cheerfully gave the department access to our interstate commerce books, just as we would give the proper state authorities information as to our state rate, if it was called for."

THE PRESIDENT AND HEPBURN BILL

Mr. Roosevelt Outlines His Views to Newspaper Correspondents.

Washington, May 4.—Thirty-six members of the corps of Gac corps of the Washington association of newspaper correspondents, representing the leading daily newspapers and press association in the United States, met President Roosevelt by invitation in the cabinet room of the executive offices this afternoon to discuss with him the status of the president's views as to certain pending amendments to the Hepburn bill. The meeting lasted more than an hour. While the president made it clear at the outset that he desired not to be quoted directly as to the views he might express, he said that he was perfectly willing that his views should be known and he stated in the language of the members of the press who were present. The discussion dealt chiefly with the various propositions for a court of review, from the broad amendment proposed by Senator Bailey of Texas, to the restricted amendment offered by Senator Long of Kansas. The president indicated clearly and positively that he would be satisfied with the enactment of the Hepburn bill, as it was reported to the senate from the committee on interstate commerce. He pointed out, however, that some advocates of railroad legislation, as sincere friends of the legislation as he himself was, believed it would be wise to amend the measure as to provide for a review of the decisions of the interstate commerce commission by the courts.

WEATHER TODAY.

Washington, May 4.—Forecast for Arizona: Fair, Saturday and Sunday.

NO NEED FOR CHARITY IN REBUILDING OF CITY

But Caring for San Francisco's Poor is Still a Herculean Task

Abuse of Railroad Privileges Will Result in Curtailment of Free Transportation—Municipal Committee Will Soon Give Way to Regularly Constituted Authorities

San Francisco, May 4.—With the increasing number of daily dismissals of its sub-committees, the general municipal committee will doubtless soon pass out of existence, and the direction of the affairs of the city will be restored to the regularly constituted officials. Many of the subordinate bodies have reported their labors completed and have been relieved from further duty. When the general committee finally adjourns there will remain of the various organizations that were formed immediately following the days of disaster only the committee on reconstruction of the finance committee.

NEW YORK GRAND JURY Hands Down Seven Indictments in Sugar Rebating Cases.

New York, May 4.—The April federal grand jury, in concluding its labors, today handed down seven sealed indictments in the sugar rebating cases. The indictments are against the following: The New York Central railroad, the American Sugar Refining company, New York Central & Hudson River Railroad company, and Nathan Gullford, vice-president of the company. The American Sugar Refining company, New York, and C. Goodlee, Edwin and Edgar Earle, the latter two being wholesale sugar dealers of Detroit, Mich.; the New York Central & Hudson River Railroad company, and Nathan Gullford, president, and F. L. Pomeroy, general traffic manager.

FATAL COLLISION ON PENNSYLVANIA

Express Trains Meet and at Least Seven Are Killed.

Altoona, Pa., May 5.—The Chicago mail, bound east, and the Chicago and St. Louis express, bound west, two of the "fastest" trains on the Pennsylvania system, going at full speed, met head-on last night about 10 o'clock on the Petersburg branch, about 500 yards east of Clover Creek Junction. Seven cars were wrecked and both engines were badly damaged. The best information obtainable is to the effect that seven persons were killed and about twenty injured. A complete list of the killed and injured is yet unobtainable. The injured include Oscar Anderson of Delva, S. D., badly injured; will die. Information received at Superintendent Preston's office this morning was to the effect that a number of passengers were fastened under the twisted iron and broken timbers of the wrecked cars, and whether they are dead or alive will not be ascertained until after the debris is cleared from the tracks. Physicians from Altoona, Huntingdon and Williamsburg were sent to the scene to render aid to the injured.

Our Boys Succeed

In January, 1904, Mr. W. N. Windes was driving a stage between Tempe and Phoenix. Having about an hour's time each day at his disposal, he decided to take up the study of shorthand and entered The Lamson Business College for this one hour's work. After spending about five months in this way, he was given a position as stenographer for Mr. Peters, of Tempe, with whom he has been ever since. Mr. Windes, desiring to take special work for the Civil Service examination, put in a half day, for two months, during our Summer Session last summer. On March 22d, he took the examination held in Phoenix, and on April 26th he received an appointment to Panama. The following letter to Mrs. Land, principal of the Shorthand and Typewriting departments, shows to what extent he attributes his success to the training received in the L. B. C.:

Mrs. Ellen B. Land,
Phoenix, Ariz.
April 27, 1906.

Dear Mrs. Land:—I have just received the following telegram from Washington, D. C.: "Offer your employment Stenographer Isthmus Panama one hundred twenty-five dollars per month quarters free transportation New York to Colon. Wire reply stating earliest date can sail."

I took the Civil Service examination for Stenographer-Typewriter in Phoenix, March 22d. As yet I have not received a statement of the grades I received, but as those who have received the highest percentage are usually appointed first, I should judge that I made a fair average. It has been stated by a prominent Civil Service authority that in order for a graduate of the ordinary commercial school to pass the Civil Service examination, he should have after graduation at least a year's work in a good office, or a year's hard practice in school. As I am unable to receive your appointment for a diploma, one would naturally conclude from this that your standards are higher than those of the ordinary business college. Of one thing I am sure, the standards of The Lamson Business College are high enough to insure the efficiency of any one who is able to secure your diploma. Yours very truly,
W. N. WINDES.

There are many young people who, by a little effort and determination, could better their conditions in the same proportion that this young man has. START ON THE ROAD TO SUCCESS by taking a summer course in The Lamson Business College. Sessions beginning June 1st from 8 a. m. to 12 m. Call at the office or write for special information.

The Lamson Business College

Phoenix, Arizona

MINERS' CONVENTION WILL ACT TODAY

A Note of Peace Though Strike Sentiment Preponderates.

Scranton, Pa., May 4.—The United Mine Workers' convention of delegates from the three anthracite districts, which have been in session for the past two days, considering the refusal of the mine operators to grant the demands of the mine workers, will declare itself finally and definitely tomorrow. The entire situation is now believed to rest with President John Mitchell. The convention, at its session this afternoon, which was a very brief one, decided to refer the entire question to the general scale committee of thirty-six, with instructions to report recommendations to the convention tomorrow at 10 o'clock. The reference brought into the situation for the first time since the delegates began to arrive in the city a possible suggestion of peace, though it is generally believed tonight that a majority of the delegates still favor the declaration of a strike.

PARISIAN STRIKERS.

About 75,000 Still Out, but There is Little Violence.

Paris, May 4.—The officials of the police department estimate the number of strikers remaining out in Paris and its vicinity at 75,000. Work on all excavations of the subway has been suspended by agreement between the contractors, and will not be resumed until the men accept the old conditions. The representatives of the various trades are meeting frequently in the labor exchange, but no further disorder has occurred. Some of the strikers' pickets have been arrested for attempting to interfere with men at work.

PRICES AGAINST SHORTS

The Bears Hurried to Get Under Cover.

New York, May 4.—The movement of prices of stocks turned definitely against the shorts today, and there was lively demand for uncovered bears to secure stocks.

STOCKS.

Amalgamated Copper, 102; Sugar, 131 1/2; Anaconda, 240; Atchison, 89 1/2; Atchison pfd, 100 1/2; N. J. Central, 125; C. & O., 56; St. Paul, 153 1/2; Big Four,

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FOR SALE

Well located lot in Simms addition, 100x200, good title, only \$550.
Six-room frame cottage and two lots, E. Adams street, one block from car line, \$950.00. This is less than improvements cost.
Four room brick dwelling with acre of ground, suburban, near car line, \$1300. Very cheap.
Three lots with stone warehouse, First avenue and Madison street, \$6,000. Snap.
Seven room frame dwelling near car line, suburban, \$1700. Snap.
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